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ESTABLISHED 1857.

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[409-1]

No. 17,918.

號八十八百九千七萬一第

日七初月九年卯乙

HONGKONG, FRIDAY, OCTOBER 15TH, 1915.

五拜禮

號五十月十年四國民華中

Price, \$3 PER MONTH.

## THE HOME MAILS.

TO ARRIVE.  
Oct. 19th.—Europe (via Negapatnam), per S.S. ATLANTIC.  
TO DEPART.  
Oct. 16th.—Saigon, Straits, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per S.S. PAUL LACAT.  
Oct. 16th.—Europe via Siberia, at 5 p.m., per S.S. ANKUT.  
Oct. 19th.—Europe via Siberia, at 3 p.m., per S.S. LIANGCHOW.  
Oct. 21st.—Straits, Burmah, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe, at 5 p.m., per S.S. MALTA.  
B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

## INTIMATIONS

GREENLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN TOMES & Co.,  
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Hongkong, 9th December, 1914. [724]

A LING & CO.  
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Photographic Goods of Every Description in Stock.  
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Hongkong, 4th February, 1915. [516]

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TIME TABLE.  
WEEK DAYS.  
1.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 " " 10.00 " " 15 " "  
10.00 " " 11.00 " " 15 " "  
11.30 " " 12.45 p.m. " " 15 " "  
12.45 p.m. to 1.15 " " 15 " "  
1.15 " " 1.45 " " 15 " "  
1.45 " " 2.15 " " 15 " "  
2.15 " " 2.45 " " 15 " "  
2.45 " " 3.00 " " 15 " "  
3.00 " " 3.10 " " 10 " "  
3.10 " " 3.20 " " 10 " "  
NIGHT CARS.  
2.45 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.  
Every Half-Hour.  
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Every Quarter-Hour.  
SUNDAYS.  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 " " 11.00 " " 15 " "  
11.30 " " 12.00 noon " " 15 " "  
12.00 noon to 1.00 p.m. " " 15 " "  
1.00 p.m. to 8.00 " " 15 " "  
8.00 " " 7.00 " " 15 " "  
7.00 " " 8.10 " " 10 " "  
NIGHT CARS as on Week Days.  
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JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong 12th June, 1915. [1012]

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Width of Entrance on bottom ... 77 " 62 " 88 "  
Water on Blocks at Spring Tide ... 25 " 24 " 24 "  
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.  
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TELEGRAPHIC ADDRESS: "DOCK," KOBE.  
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Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.  
Max. Length of Ship taken in ... 460 feet. 580 feet.  
Max. Breadth of Ship taken in ... 58 " 66 "  
Max. Draft of Ship taken in ... 22 " 20 "  
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HIKOSHIMA (Near Shimonoseki).  
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Depth of Water on Blocks at Spring Tide ... 25 " 7 "  
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## THE KAILAN MINING ADMINISTRATION.

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DODWELL & CO., LTD.,  
Hongkong, 1st October, 1914. AGENTS. [44]

## SOUTH MANCHURIA RAILWAY.

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THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

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Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare	1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare
Y 11.40	Y 7.20	Y 4.80	Y 3.60	Y 11.40	Y 7.20	Y 4.80	Y 3.60
Y 11.40	Y 7.20	Y 4.80	Y 3.60	Y 11.40	Y 7.20	Y 4.80	Y 3.60
Y 11.40	Y 7.20	Y 4.80	Y 3.60	Y 11.40	Y 7.20	Y 4.80	Y 3.60

\* Russian Train Time is 25 minutes faster than the S.M.R. Time.  
The above fares do not include the Express Train Berth Fee.  
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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MINING DEPARTMENT.  
SOUTH MANCHURIA RAILWAY CO., DAIREN. [468]

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WAKAMATSU, HAKATA, SHANGHAI, HANKOW, DAIREN.

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Hongkong, 9th August, 1915. [845]

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Trade Mark Regulations in China ... 0.25	" " Kowloon ... 0.75
	" " Peak ... 0.75
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## FRENCH LESSONS

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15, MORRISON HILL ROAD.

[1014]

## NEW CARTRIDGES.

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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 8SSG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 4th February, 1915. [560]

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1915, with INDEX. Price \$7.50.

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Hongkong, 10th August, 1915.

## HOTELS

## HONGKONG HOTEL

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J. H. TAGGART,  
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1,400 FEET ABOVE SEA LEVEL.

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Tel. Add. "Phonix," Macau.  
1st February, 1915. [57]

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## POST OFFICE.

Under "Personal Emoluments" the post of Senior Clerk has been abolished, saving a salary of \$3,762, and it is proposed to appoint in his place a Postal Inspector, whose principal duties will consist of the inspection of the branch post offices, and the general supervision of the postmen. No salary has been inserted in the estimates for this post, as it is proposed for the present to continue the temporary arrangement whereby a Senior Clerk of Police is acting in the post. A sum of \$2,880 has been saved by the discontinuance of the scattering of mail on board Peninsular and Oriental Mail Packets.

An addition has been made to the Radio-Telegraphic Staff of two 3rd Grade Telegraphists, who will be trained for the work at the Cape D'Aguilar Station. By this means it is anticipated that future economies may be effected. Under "Other Charges," the share of the Mail Subsidy payable by this Colony is increased by \$3,544, due to the lower rate of exchange at which the calculation is made. A sum of \$11,429 has been provided for Stores for the Radio-Telegraphic Station at Cape D'Aguilar. This is in accordance with an estimate made by the Naval Authorities, who are responsible for the working of the Station.

## KOWLOON-CANTON RAILWAY.

In these estimates the working expenses of the Kowloon-Canton Railway appear in detail in the body of the Estimates, instead of being included in an Appendix. The estimated expenditure for next year is \$313,965, which is \$9,550 less than the estimate for the current year. The only two items to which I would refer are as follows:—On page 100 provision has been made for nine additional porters at a cost of \$1,260, which is necessitated by the expansion of the traffic. On page 110 an increase of \$1,000 has been made in the vote for Fuel Lighting, etc., for carriages, stations, and offices, as the amount provided previously was under-estimated. The estimated Revenue from the railway next year is \$438,000, or \$3,000 less than the estimated Revenue for the current year, leaving a net balance of earnings over working expenses of \$118,000. The financial position of the Railway is shown in detail in Note 3, in Appendix 11, on page 121, from which it will be seen that the deficit to be met next year from Colonial Funds is a sum of \$323,025.

In accordance with the proposals which I made in my Despatch No. 137 of the 22nd April last, which has already been laid before you as Council Paper No. 15 of 1915, the capital construction account is to be closed at the end of this year, and the expenses of construction beyond the authorized loans of \$1,100,000 and \$250,000 are to be included in the annual expenditure of the Colony. They appear in detail on page 119 of the Estimates. The sum required in 1916 is \$386,193, the major portion of which is due to expenditure on the Station Buildings at Kowloon, and the new loco, and carriage sheds at Hung Hom.

## CHARGE ON ACCOUNT OF PUBLIC DEPARTMENT.

Under this head there is a total increase of \$81,030, due partly to the lower rate of exchange on which the Estimates are calculated, partly to the inclusion of Crown Agents' charges on the 1908 loan, which were formerly paid out of a special fund, and to the interest due on the cost of railway construction.

## PENSIONS.

Under this head there is an increase of \$34,000 due to lower exchange, and to additional pensions.

## CHARITABLE SERVICES.

The only item to which I wish to refer under this head is the provision of \$15,000 as a grant in aid for the maintenance during the year 1906 of the three German Charitable Institutions, namely, the Berlin Foundling House, Blindenheim and Ebenezer. When Financial Minute No. 30 was brought before the Council I explained at some length the reasons which had led me to recommend that the Government of this Colony should come to the aid of these institutions during the current year, and the same reasons apply to next year. The sum provided is exclusive of the estimated receipts from local philanthropists, from the Education Department, and from the sale of work, which are expected to amount to \$2,840.

## THE BALANCING OF THE BUDGET.

As I have already stated, a sum of \$373,764 will have to be appropriated from surplus balances in order to meet the estimated expenditure for the year 1916. This deficit is occasioned by the inclusion in the estimates of two extraordinary items, namely, the War Expenditure and the expenses of construction of the Kowloon-Canton Railway. The Budget which is in the hands of honorable members has been drawn up with great care to meet the circumstances in which we find ourselves. It is a Budget framed with due regard to economy, and it contains no expenditure which cannot be defended from that point of view. I hope it will meet with the convenience of honorable members to take the second reading of the Supply Bill on Tuesday, the 26th October.

The text of the Bill is as follows:—

Whereas the expenditure required for the service of this Colony for the year 1916 has, apart from the contribution to the Imperial Government in aid of Military Expenditure and Charges on account of Public Debt, been estimated at the sum of nine million eighty-one thousand two hundred and nine dollars.

Be it enacted by the Governor of Hong Kong, with the advice and consent of the Legislative Council thereof, as follows:—

1.—This Ordinance may be cited as the "Appropriation Ordinance for 1916."

2.—A sum not exceeding nine million eighty-one thousand two hundred and nine dollars shall be and the same is hereby charged upon the revenue and other funds of the Colony for the service of the year 1916 and the said sum so charged may be

expended as hereinafter specified, that is to say:—

EXPENDITURE.	
Governor .....	85,873
Governor, Special Expenditure .....	600
Colonial Secretary's Department .....	96,951
Colonial Secretary's Department, Special Expenditure .....	250
Secretariat for Chinese Affairs .....	57,462
Secretariat for Chinese Affairs, Special Expenditure .....	100
Audit Department .....	34,146
Audit Department, Special Expenditure .....	100
Treasury .....	68,008
Harbour Master's Department .....	181,267
Harbour Master's Department, Special Expenditure .....	140,200
Imports and Exports Department .....	967,774
Royal Observatory .....	22,840
Royal Observatory, Special Expenditure .....	250
Miscellaneous Services .....	1,119,280
Judicial and Legal Departments .....	280,532
Judicial and Legal Departments, Special Expenditure .....	830
Police and Prison Departments .....	977,459
Police and Prison Departments, Special Expenditure .....	3,850
Medical Department .....	247,095
Medical Department, Special Expenditure .....	2,474
Sanitary Department .....	379,789
Sanitary Department, Special Expenditure .....	5,850
Botanical and Forestry Department .....	40,216
Education .....	357,782
Education, Special Expenditure .....	2,300
Military Expenditure .....	64,789
Public Works .....	456,294
Public Works Department .....	456,294
Public Works Department, Special Expenditure .....	800
Public Works, Recurrent .....	580,400
Public Works, Extraordinary .....	1,279,400
Post Office .....	474,769
Post Office, Special Expenditure .....	1,810
Kowloon-Canton Railway .....	313,965
Working Expenses .....	386,193
Expenses of Construction .....	386,193
Charge on account of Public Debt .....	34,000
Pensions .....	322,000
Charitable Services .....	42,737
Total .....	9,081,200

## THE ITALIAN CONVENT.

Hon. Mr. H. E. POLLOCK moved the first reading of a Bill intitled, "An Ordinance to provide for the incorporation of the Mother Superior in this Colony of the Society of the Daughters of Charity of the Canons, Institute," by which the institution known as the Italian Convent is carried on.

The Objects and Reasons state that the Daughters of Charity of the Canons Institute (best known as the Italian Convent) have acquired land in the Colony for the purposes of carrying on their charitable work. Difficulties have arisen, and may hereafter arise, in holding and dealing with such land, as it has, at present, to be vested in the name of some individual in trust for the Convent. In order to get over such difficulties it is desired that the Convent should be incorporated by Ordinance. Similar incorporation has taken place in the past in the case of other Missions for similar reasons. The present Bill effects such incorporation and contains the necessary provisions for evidencing the authority of the Mother Superior for the time being.

Hon. Mr. SHELLIM seconded, and the Bill was read a first time. His Excellency—Council stands adjourned until this day week.

## FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Secretary presiding.

## JUDICIAL EXPENSES.

The Governor recommended the Council to vote a sum of one hundred and thirty dollars (\$130) in aid of the vote for Judicial and Legal Departments, District Officer, Other Charges, Northern District, Incidental Expenses.

The CHAIRMAN—This sum of \$130 is required in connection with the house of the District Officer at Tai Po. The gardens and grounds there have been put in very good order, and in order to keep them properly, certain implements have to be purchased; a lawn mower, roller and other things, and it is essential that the implements shall be such as will last, and this sum is the lowest estimate at which they could be got. There are frequent changes in the holder of the office and the Government therefore purchased these tools.

The vote was agreed to.

## PUBLIC WORKS.

The Governor recommended the Council to vote a sum of three thousand dollars (\$3,000) in aid of the vote Public Works, Extraordinary, Hongkong, Communications, Roads, General Works.

The CHAIRMAN—I will ask the Director of Public Works to explain this vote. The Director of Public Works—It arises out of the constructing of roads for new buildings erected. In the case of Taiwan Lane the expenditure was \$2,120. Amoy and Swatow Street, half cost, \$2,085. On Lane Street, \$720. Wanchai Road and Burrows Street \$870. Rutter Street, half cost, \$425. In addition to several other items which have become necessary, a total sum of \$2,880 is required, and this vote of \$3,000 is asked for.

The CHAIRMAN—In the case of Amoy and Swatow Streets and Rutter Street, half the cost has been paid by the owners. Hon. Mr. HEWITT—When there are estimates for work to be done cannot you allow some sort of margin for this sort of work? You refer to Wanchai Road, for instance. All these new buildings were started a long time ago, and you must have known that you would have to make roads.

The Director of Public Works—When the estimates were drawn up these works were very small, and I was not able to estimate the cost which would be necessary at that time.

The CHAIRMAN—The necessity for these things could not be foreseen. It was at the request of the owners of the private streets that the streets should become

public streets, and it is the policy of the Government to take over private streets whenever that is possible.

## COMPENSATION.

The Governor recommended the Council to vote a sum of two thousand five hundred dollars (\$2,500) in aid of the vote Public Works, Extraordinary, Compensation for the pathway along the eastern boundary of the Eurasian Cemetery.

The CHAIRMAN—The existing pathway at this cemetery has been diverted in order to give right of way to the public over the existing path, and therefore the authorities of the cemetery have to be compensated.

The DIRECTOR OF PUBLIC WORKS—It is a case of taking over a path constructed by the cemetery authorities, and it will be very useful as a public path.

Hon. Mr. HEWITT—Who are you paying the money to?

The DIRECTOR OF PUBLIC WORKS—It goes to the cemetery authorities. The path affords very direct access to people coming from the Pokfulam district down to Kennedy Town to catch the tram there. The vote was agreed to.

## THE COLONY'S FINANCE.

## ESTIMATES COMPARED.

## THIS YEAR'S DEFICIT.

The financial statements in connection with the estimates of the Colony for 1916, which were laid before the Legislative Council yesterday, show the total liabilities to be \$2,586,657.95, with a balance of \$2,910,473.97. The liabilities are made up as follows:—Deposits not available, \$258,955.56; House Service, \$1,855.75; Crown Agents' advances, \$678,000.71; Crown Agents' drafts, \$571,428.57; Postal Agencies in China, \$8,745.43; Bank Overdraft, \$1,068,755.63.

The total of assets is \$5,497,101.32, made up as follows:—Subsidiary coins, \$989,863.08; Advances, \$126,352.37; Interest, \$118,336.04; Railway construction, \$3,933,633.98; Unallocated stores, \$321,560.99; Crown Agents' current account, \$7,984.86.

A comparison between the estimates for 1916 and 1915 reveal a total net decrease of \$603,997, there having been increases involving \$930,328, and decreases which totalled \$1,534,325. The increases were:—New posts, \$23,365; Increase of salaries, \$11,699; Stipulated increments, \$34,363; Lower exchange, \$14,378; Allowances, \$8,812; Other items, \$3,000; Other charges, \$98,582; Special expenditure, \$1,374; Miscellaneous Services, \$201,027; Public Works, recurrent, \$100; Kowloon-Canton Railway: expenses of construction, \$358,193; Charge on account of Public Debt, \$31,030; Pensions, \$54,000; Charitable services, \$16,335.

Decreases were made as follows:—Abolition of posts, \$46,369; Reduction of salaries on new appointments, \$13,544; Commuted leave salaries, \$5,691; Allowances, 10,799; Other items, \$5,423; Other charges, \$84,693; Special expenditure, \$211,816; Military contribution, \$905,630; Public Works, extraordinary, \$950,385. The Assets and Liabilities on 31st December, 1914, and 31st December, 1915, (estimated), are:—

Revenue .....

Expenditure .....

Surplus .....

Balance of Assets, (1913) .....

Balance of Assets, (1914) .....

Revenue .....

Expenditure .....

Deficit .....

Balance of Assets, (1914) .....

Balance of Assets, (1915) .....

## HONGKONG VOLUNTEER CORPS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

## LEAVE.

1.—The undermentioned are granted leave of absence as follows:—

Private C. C. Stark from 15th October, 1915, to 15th November, 1915.

Private G. A. Dutton from 15th October, 1915, to 20th December, 1915.

Bomb. E. H. Farrell from 4th November, 1915, to 4th May, 1916.

PARADES.

2.—Parades for Friday, 15th inst.: NR.

DETAILS.

3.—Gas Club Hill, Kowloon.

On duty until 16th instant: Centre Section M.G. Co.

Officer on duty: Lieut. Wright.

DEFENTION CAMP, KOWLOON.

On duty to-night: Left Section M.G. Co. and 7 members of Right Section M.G. Co.

Officer on duty: Lieut. Rees.

Next for duty: H.K.V.R.

Orderly Sergeant until 16th instant: Sergeant Schnepf.

## HONGKONG POLICE RESERVE.

PATROLS (CENTRAL).

Friday, October 15th:—

No. 2 Co. will supply each shift.

Saturday, October 16th:—

No. 3 Co. will supply each shift.

Sunday, October 17th:—

No. 2 Co. will supply each shift.

PATROLS (EASTERN).

Friday, October 15th:—

As already in orders.

Saturday, October 16th:—

As already in orders.

PATROLS (WATER POLICE).

Friday, October 15th:—

5.30 p.m.—D'Aguino (S) and Hyndman (S).

Saturday, October 16th:—

5.30 p.m.—Souza (S), Yanovich (S), and Xavier (P).

Sunday, October 17th:—

5.30 p.m.—A. A. Alves (S) and Vieira (S).

8.30 p.m.—Man Fat Cheung (S) and Tang Shing Shung (S).

F. C. JENKIN, D.S.P. (Reserve).

## THE FIRST CONDITION OF PEACE.

The Independent, the new Labour weekly, contains messages from a number of Cabinet Ministers. The Independent recently asked the Prime Minister if a statement made by Mr. Lloyd George in France represented his views of the British objective. Mr. Lloyd George's statement was as follows:—"So long as a single German soldier remains on the soil of France or Belgium there is not one Englishman who will ever dream of peace."

The reply of the Prime Minister was as follows:—"10, Downing Street, Whitehall, S.W., August 30, 1915.

"Dear Sir,—I am desirous by the Prime Minister to say in answer to your letter that his views are clearly stated in his speech delivered at the Lord Mayor's Banquet last November and in the House of Commons on March 1. Yours faithfully,

"I enclose a quotation from the former speech."

The enclosed quotation is:—"We shall not sheathe the sword, which we have not lightly drawn, until Belgium recovers in full measure all and more than all she has sacrificed, until France is adequately secured against the menace of aggression, until the rights of the smaller nationalities of Europe are placed upon an unassailable foundation, and until the military domination of Prussia is wholly and finally destroyed."

Sir Edward Carson expressed agreement with Mr. Lloyd George's statement of our objective, adding, as he believed Mr. Lloyd George would add, to "France or Belgium" Russia.

Mr. Walter Long replied that he entirely concurred in Mr. Lloyd George's remarks, and added:—"I cannot conceive anything less than he describes as conditions precedent to peace."

Lord Selborne also wrote expressing entire agreement with Mr. Lloyd George, and repeated the expression of his belief that all our ideals are at stake in this war, and that if Germany is victorious there is no body of men in the United Kingdom who will suffer more in consequence than the trade unions of the United Kingdom.

Lord Rosebery made a speech on the war recently at Glasgow to the Incorporation of Weavers.

"We are now at this moment engaged," he said, "in weaving all over the world the 'winding sheet,' as we trust, of the most infamous conspiracy that has ever been known against the liberties of Mankind." (Cheers.)

Great Britain put her foot down, and at the stamp of her foot there responded millions of men. These was the tramp of men not only from England, Scotland, and Ireland but from other places all over the world, in every region and in every clime where the Union Jack waved. (Cheers.) That was the unexpected result of the outbreak of the hideous conspiracy which was meant to break up the British Empire—consolidating it in a way that the most ardent Imperialist could never have hoped for. Blood was thicker than water. It was much thicker; it was more than that—it was the cement from which the Empire was constructed, which was meant to last throughout all time. (Cheers.)

We had not established without great effort a National Government which meant a Government in which the country put unbounded confidence. As to the question of compulsory service, could we not trust the Government, and, of course, in that respect the Government was mainly Lord Kitchener? (Cheers.)

Could we not trust Lord Kitchener, who had all the means of information at his disposal, to say to the country exactly the moment at which, if it ever occurred, he thought compulsory service should be imposed? (Hear, hear.)

He believed if Lord Kitchener found the moment ripe, and found the need imperative, he would not scruple to ask the country to give him the powers requisite to carry compulsory service into effect.

What we required, if we were to carry the war through to a successful conclusion, was unity. (Cheers.) It was disheartening, worse than any defeat in battle, to see huge strikes proceeding in the very streets and agony of the war. (Cheers.) At such a moment it was worse than the loss of a pitched battle in the field. (Cheers.)

## DOWRIES TO CLERKS.

## MARRIAGE GIFTS FOR RAILWAY GIRLS.

Marriage dowries are offered to girl railway clerks. The new workers who have taken the places of men are engaged chiefly ledgering, and already the conditions of labour have been standardised in several companies.

The London and South-Western Railway give marriage dowries of £1 for every year's service, with a maximum of £10; the North-Eastern Railway £2 for every year's service with a maximum of £20; and the Great Northern Railway £10 if the girl has been in the company's service for five years.

At the headquarters of the Railway Clerks' Association a Press representative was informed that the number of women clerks is increasing so rapidly that it is impossible to estimate the total from week to week. It was stated that among the men left there was a strong feeling that women clerks should be placed on the same scale of pay as men; that they should work under the same conditions and subscribe to a superannuation fund as the men do.

As it is not considered reasonable for girls to start very early in the morning or stay till the late hours at night, the men are working the awkward periods.

## INTIMATIONS

## LANE, CRAWFORD &amp; CO.

ESTABLISHED 1850.

TELEPHONE 1741.

## SHIPCHANDLERS.

SOLE AGENTS FOR

## BAXTER AND GOUROCK CANVAS. PRICE'S ENGINE OIL.

## ARCHIBALD EADIE &amp; CO., LIMITED.

TRADESTON PAINT MILLS, GLASGOW.

MANUFACTURERS OF

## WHITE LEAD. SNOW WHITE ZINC. RED LEAD.

REGISTERED



TRADE

MARK

PAINTS—ALL SHADES.

OIL REFINERS, ETC., ETC.

ESTABLISHED 1846.

CONTRACTORS TO HIS MAJESTY'S GOVERNMENT

ON THE ADMIRALTY LIST.

FOR PRICES AND PARTICULARS APPLY TO—

## LANE, CRAWFORD &amp; CO.,

SOLE AGENTS,

HONGKONG AND SOUTH CHINA.

## SAKURA BEER.



SOLE AGENTS:

SUZUKI & CO.

ALEXANDRA BUILDING,

TEL. No. 468.

Hongkong, 15th August, 1916.

[22]

## THE TAIKOO DOCK YARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering. Iron and Wood Work.

GRAVING DOCK—787' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.



## NEW ADVERTISEMENTS

## ROYAL HONGKONG GOLF CLUB.

**FOUR-SOMES COMPETITION** will be held over the Fan Ling Course for a Prize kindly presented by H.E. THE GOVERNOR.

## CONDITIONS.

Members with Handicaps of less than 7 to be drawn by lot with Members with Handicaps of 16 or more.

Members with Handicaps of 7 to 12 inclusive to be drawn with Members with Handicaps of 13 to 17 inclusive.

Competition to be under Club Handicaps. Intending Competitors are requested to enter their names on the boards in the Happy Valley or Fan Ling Club Houses, or to send same in writing to the Acting Hon. Secretary, care of Messrs. BRADLEY & CO., LTD.

Entries will close on FRIDAY, 21st inst.

## CHAMPIONSHIP.

The Competition for the above will be held over the Fan Ling Course, commencing on SUNDAY, the 21st inst.

Limited to Handicaps of 6 and under. Intending Competitors are requested to enter their names on the board in the Club House at Happy Valley before WEDNESDAY, the 27th inst.

T. W. HILL,

Acting Hon. Secretary.

Hongkong, 15th October, 1915. [1082]

## IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

## IN THE MATTER OF THE CHINA &amp; MANILA STEAMSHIP CO., LTD. (IN LIQUIDATION).

## SECOND RETURN OF CAPITAL.

**NOTICE IS HEREBY GIVEN** that a SECOND RETURN OF CAPITAL OF FIFTY CENTS (50 cts.) per Share has been declared in this matter, and that the same may be received at the Offices of the Liquidators, St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on or after TUESDAY, 12th October, 1915.

No return of Capital will be made unless Share Certificates are produced when applying for payment.

SHEWAN, TOMES & Co.,

Liquidators.

Hongkong, the 8th day of October, 1915. [1088]

## THE HONGKONG HORTICULTURAL SOCIETY.

**ANYONE** interested in Horticulture is eligible as a Member.

Persons wishing to join should communicate with the Hon. Secretary.

Non-Members who intend to exhibit will receive a copy of the Schedule for next year's Show on application.

A. NICOL,

Hon. Secretary.

Hongkong, 11th October, 1915. [1074]

## WANTED.

**SECOND and THIRD ENGINEERS**, also **THIRD OFFICERS**—with Certificates.

Apply to: DOUGLAS STEAMSHIP Co., Ltd. Hongkong, 13th October, 1915. [1075]

## AN OPEN-AIR

## CONCERT AND FETE

will be held in

THE PUBLIC GARDENS,

Albert Road,

IN AID OF THE FUNDS OF THE

BRITISH RED CROSS SOCIETY

and the

ORDER OF ST. JOHN OF JERUSALEM,

on

THURSDAY, OCTOBER 21ST, 1915, AT 5 P.M.

**UNDER** the Patronage of H.E. SIR HENRY MAY, K.C.M.G., H.E. Major-General F. VENTRIS, Rear-Admiral R. H. ANSTURTH, C.M.G.

Admission will be afforded at the Main Entrance and the Albany Entrance.

The Gates will be opened at 8.30 P.M. By kind permission of Lieut.-Colonel L. A. Watson and Officers the Band of the 74th Punjab will perform, and also The Police Reserve Band.

Vocalists:—Mrs. VILLIERS SMYTH, Mr. A. J. ENGLAND, Mr. H. E. MURIEL.

Tickets of Admission, 50 cents each, can be obtained at Messrs. S. MOUTRIE & Co., THE ROBINSON PIANO Co., and at other Gate on the night of the Fete.

Hongkong, 14th October, 1915. [1077]

## MINISTERING CHILDREN'S LEAGUE.

## SALE OF WORK.

IN AID OF

LOCAL CHARITIES FOR CHILDREN.

THE PRINCE OF WALES FUND,

THE NATIONAL COMMITTEE FOR

BELGIAN RELIEF,

AND

THE CHILDREN IN M. C. L. HOMES

whose fathers have been killed in action,

to be held in the

GROUPS OF GOVERNMENT HOUSE

(by kind permission of His Excellency

THE GOVERNOR).

ON SATURDAY, 30th OCTOBER,

from 2 to 6 P.M.

Entrance only at the Garden Gate in Upper

Albert Road.

Prices of Admission: Adults 30 Cts.

Children 10 "

All Members and Associates free.

Come to See the "MERRIE MUMMERS,"

5.30 P.M. Tickets 5/.

TOYS AND FANCY ARTICLES, ICES

SWEETS, TEA, BRAN TUB,

CHRISTMAS TREE.

No CHITS TAKEN.

Hongkong, 11th October, 1915. [1071]

## INTIMATIONS

## HONGKONG COTTON SPINNING, WEAVING &amp; DYEING CO., LTD.

(IN VOL. LIQUIDATION).

**TAKE NOTICE** that a MEETING of Members of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, on MONDAY, the 22nd day of November, 1915, at 12 o'clock Noon.

## AGENDA.

1. To lay before the Meeting an Account of the acts and dealings of the Liquidator and of the conduct of the winding-up up to the date of the Meeting.

2. To propose an extraordinary resolution sanctioning an interim return to Members as follows:—

That an interim return by the Liquidator of one Hongkong Dollar per share to the persons who are registered as Members of the Company on the 15th day of November, 1915, be and the same hereby is sanctioned.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 15th November, to MONDAY, 29th November, both days inclusive.

Dated Hongkong, the 14th day of October, 1915.

C. BERNARD BROWN,

Liquidator.

[1080]

## HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

## NOTICE TO SHAREHOLDERS.

**THE FIFTH ANNUAL GENERAL MEETING** of SHAREHOLDERS will be held at the Office of the Underigned, No. 4, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 27th day of October, 1915, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from 20th to 27th day of October, 1915, both days inclusive.

BRADLEY & CO., LTD., General Managers.

Hongkong, 14th October, 1915. [1078]

## HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

## NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of the Underigned, 4, Queen's Buildings, Victoria, Hongkong, at 12.15 o'clock P.M., on WEDNESDAY, the 27th day of October, 1915, for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution:—

(1) That the affairs of the Company be voluntarily wound up and that Messrs. LOVE, BISHAM & MATTHEWS be appointed Liquidators.

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting which will be held on MONDAY, 15th November, 1915, at the same time and place for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

BRADLEY & CO., LTD., General Managers.

Hongkong, 14th October, 1915. [1079]

G. R.

## NOTICE.

**ANY EUROPEAN**, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. [1733]

## DRINK

## ALLSOPP'S

## BRITISH PILSENER

## BEER.

SOLE AGENTS:

## CALDBECK,

## MACGREGOR &amp; CO.

## WINE &amp; SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

## TO LET.

From 1st March.

GODOWN, No. 8, Duddell Street.

Apply—A. B. AVASIA,

Care of E. PARANET,

No. 1, Duddell Street

Hongkong 2nd February, 1915. [244]

## HOUSES TO LET.

## TO LET.

**LARGE and AIRY OFFICES** (1st Floor) in best located business part of town, with all modern conveniences. Moderate rent. Immediate possession.

Apply to—Care of "Daily Press" Office. Hongkong, 9th October, 1915. [1065]

## TO LET.

**PARTLY FURNISHED** for Six Months from 1st November, FLATS in "EWO MESS," No. 8, THE PEAK.

Apply Property Office, JARDINE, MATHESON & Co., LTD. Hongkong, 16th September, 1915. [1084]

## TO LET.

**NO. 6, LYCKMOON VILLAS.** Nos. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation.

Apply to—SPANISH DOMINICAN PROSECUTION. Hongkong, 29th September, 1915. [1063]

## TO LET—AT THE PEAK.

**FURNISHED or UNFURNISHED,** 3, Mountain View.

H. E. POLLOCK, Princess Buildings. Hongkong, 15th September, 1915. [1046]

## TO LET.

**NORMAN COTTAGE**, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.

Apply—PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [876]

## TO LET.

**WHOLE or PART SHOP** in Chater Road.

Apply—CLARK & Co., Opticians. Hongkong, 28th June, 1915. [708]

## TO LET.

**OFFICES** in St. George's Building Second Floor, overlooking Harbour. Immediate possession.

Apply to—SHEWAN, TOMES & Co. Hongkong, 3rd December, 1914. [89]

## TO LET.

**A HOUSE** in Knutsford Terrace Kowloon.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st March, 1915. [48]

## TO LET.

**FOUR-ROOMED FLATS** in Hanol Road, Kowloon. Immediate possession; and **FOUR-ROOMED FLATS** in May Road, Hongkong, with possession on or about 15th October next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Lights, First Class Modern Appointments throughout, including Water Carriage System.

**FOUR-ROOMED HOUSES** in Gordon Terrace and Salisbury Avenue, Kowloon.

**FLATS** in Nathan Road, Kowloon.

**A FLAT** in Humphrey's Buildings, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. Alexander Buildings. Hongkong, 6th September, 1915. [888]

## TO LET.

**HARPERVILLE**, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order Tennis Court and Garden.

Apply—PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [876]

## TO LET.

**FROM** 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. DENNIS & BOWLEY.

**HOUSES** in Broadwood Terrace.

**HOUSES** in CLIFTON GARDENS, Connaught Road.

**OFFICES**, facing the Harbour between the Hongkong Club and Post Office.

**55, THE PEAK "THE RETREAT,"** 21, WONG NEI-CHONG ROAD, GODOWNS, New Ferry, Kennedy Town, GODOWNS, at Wanhsai Road.

Apply, etc., THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 13th September, 1915. [89]

## TO LET.

**NO. 2, "FAIRVIEW,"** Nathan Road, Kowloon.

**"LEWYKNOE,"** No. 129, THE PEAK.

**"HARTING,"** Austin Road, Kowloon.

**"HILLSIDE,"** No. 110, THE PEAK.

**5 Rooms** furnished, from 1st November, 1915.

**ONE OFFICE or SHOP** in Duddell Street, Ground Floor.

**NO. 1 and 2, COLLEGE GARDENS** 6 ROOMS each, from 1st November.

**NO. 3, "THE ALBANY,"** ROOMS, in Duddell Street.

**"ROSENEATH,"** 2, Hanok Rd., Kowloon.

**NO. 6, BELLIOS TERRACE** with entrance on Conduit Road.

**ONE GODOWN**, No. 8, Burrows Street, Wanhsai.

**TWO GODOWNS**, in Duddell Street.

**"WESTWARD HO,"** Bonham Road.

**"MERION,"** No. 6, THE PEAK, Unfurnished (6 Rooms).

**NO. 2, DES VEX VILLAS**, 51, PEAK (Unfurnished).

**NO. 59, THE PEAK (CAMERON VILLAS** (Unfurnished).

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexander Buildings, Hongkong, 4th October, 1915. [144]

## INTIMATION

Superior Quality and Real Merit

Receives Derved Recognition.

## THE GRAND PRIZE

has been awarded to

## RAINIER BEER

by the

## PANAMA PACIFIC EXPOSITION.

## SAN FRANCISCO, 1915.

Rainier Beer is the ONLY Beer

honoured by receiving The Grand

Prize, the Highest Award Possible.

Sole Agents:

## A. S. WATSON &amp; CO., LTD.

## WINE &amp; SPIRIT MERCHANTS.

HONGKONG.

[118]

## BIRTH.

**QUIN**—On October 7th, at Shanghai, to Mr. and Mrs. JAMES QUIN, a daughter.

## MARRIAGE.

**ORDISH**—UNDERWOOD.—On the 11th September, at St. Mary's Church, Southampton, Capt. OWEN ORDISH, R.E., son of the late Rowland Mason Ordish, to ANNIE NEWELLTON, daughter of the late WILLIAM UNDERWOOD, of Sydney, New South Wales. [1061]

HONGKONG OFFICE: 10A, DES VEXES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 15TH, 1915.

## THE COLONIAL BUDGET.

**AFTER** the National Budget with its somewhat formidable list of increases in taxation, it must come as an agreeable surprise to the residents of this Colony to find in the Budget Statement laid before the Legislative Council by His Excellency THE GOVERNOR yesterday afternoon, not a single proposal for an increase of taxation or even a suggestion that such might become necessary in the coming year. The Budget shows that although expenditure has been ruthlessly curtailed in many directions during the current year, the deficit on December 31st is estimated to amount to \$1,041,011, which will reduce the balance of assets over liabilities on that date to \$1,882,832. As His Excellency remarked, the need for strict economy in the coming year is imperative, and the Budget for 1916 was described by His Excellency as one which has been framed with due regard to economy, and as containing no expenditure which cannot be defended from that point of view. Economies have been effected chiefly in Public Works Extraordinary. A saving of nearly half a million dollars was effected on the current year's estimates by postponing many desirable but not indispensable projects, and reducing expenditure on others. The estimates for next year show that it is proposed to spend on Public Works Extraordinary a sum which is nearly a million dollars less than the sum provided this year. Though the revenue next year is estimated

to be slightly in excess of the estimate approved for the current year, there are two large extraordinary items of expenditure included for the first time in the Estimates, which bring about a deficit of \$473,764. It is proposed to meet this deficit out of the surplus balances of the Colony. One of these items is, of course, War Expenditure. For the current year this expenditure, which has been met by special votes, is expected to amount to \$179,200; next year the total estimate is \$210,200, including a sum of \$68,000 for the maintenance of prisoners of war and their families. His Excellency announced in this connection that His Majesty's Government has decided that each Colony should pay for the alien enemies interned by its Government and, also, if it can afford it, for alien enemies taken off ships within its jurisdiction. In addition to these, seventy-six prisoners have been brought to the camp from Tsingtau, and while the question of defraying the cost of maintaining these has not actually been decided, His Excellency has included their maintenance in the vote, feeling sure that the Colony will gladly accept the whole burden of the maintenance of both interned persons and prisoners of war, which, as the Governor justly remarked, cannot be regarded as a heavy one compared with the expenditure now being incurred by other parts of the Empire. This sum of \$210,200 set down as War Expenditure is, of course, over and above the usual Military Contribution, which is assessed at 20 per cent. of the revenue of the Colony.

The second extraordinary item referred to as being partly responsible for the deficit in the Estimate is Expenses of Construction of the Kowloon-Canton Railway, in respect of which the sum of \$380,198 is required in 1916, the major portion being expenditure on the new Station buildings at Kowloon. It is very satisfactory to see that the earnings of the railway next year are estimated to leave a net balance of \$118,995 over working expenses. As, however, the construction loans amount to £1,350,000 on which interest has to be paid, it is likely to be a long time yet before the line will really cease to be a burden on the estimates. It is gratifying to observe that progress continues to be made with the construction of the grand trunk line from Canton to Hankow, which enables us to look forward with confidence to a time not far distant when the local line will be fulfilling its intended function as a carrier of an increasing volume of freight and passenger traffic between the interior of China and Kowloon.

We cannot do more to-day than briefly indicate the outstanding features of the Budget statement, which will be found in *extenso* on another page. The Colony is to be congratulated upon being able in these difficult times to maintain its revenue, without further taxation, at a figure which is nearly three million dollars above the revenue of the Colony for the year 1913, and the community cannot but agree with His Excellency when he says that considering the abnormal situation created by the war "there is no reason to be dissatisfied." Indeed, we venture to think it would not have greatly surprised the community had the Budget provided for a larger contribution towards the gigantic expenditures of the war than is actually the case.

A mail for Europe via Siberia closes to-morrow at 3 p.m.

New regulations relating to the examination anchorages for the port of Hongkong are published in a *Government Gazette* issued yesterday.

A Siam paper learns that the British steamer *Phraung*, which has been for some time past trading between Hongkong and Bangkok, has been sold by the owners, Messrs. Butterfield & Swire, and that she will not continue on the same run.

In a *Government Gazette Extraordinary* issued yesterday it is notified for general information that transshipment facilities will not be granted in this Colony to any goods shipped by or to enemy







**Wm. J. Palmer & Co.**  
The Wine Merchants of the East

**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.  
BEWARE OF  
IMITATIONS.  
SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.  
and from ALL WINE MERCHANTS.

**I say**

**KEATING'S LOZENGES**  
cure the worst cough

**No Household**

can be really happy if any of its members are ill. Sound health in a family is a boon priceless beyond words, and without it, success and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given on this account to near and dear ones is, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine and to take and cure in their curative results. No home

**Should Be Without**

them. They exercise a beneficial effect upon the liver, stomach, kidneys and bowels. They give speedy relief, and, in time, they remove most of the ailments connected with these important organs. Attacks of biliousness, constipation, flatulence, headache, dizziness and other disorders of the digestive system are speedily dispelled by

**BEECHAM'S PILLS.**

There is yet another point that you should mark on the label of your memory. Beecham's Pills, in addition to their acknowledged value in kidney, liver, and stomach disorders, have a specially beneficial effect in such ailments as are peculiar to women, many of whom endure needless pain and ill-health through ignorance of this important fact.

Sold everywhere in boxes, price 5d (56 pills) 1/1 (56 pills) & 2/6 (168 pills).

**CHAPOTEAU'S MORRHUOL**

Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

**THE NEW FRENCH REMEDY.**

**THERAPION No. 1**  
CURES CHRONIC NEURALGIA, MIGRAINE, RHEUMATISM, SCIATICA, BRUISES, BURNS, AND ALL AFFECTIONS OF THE NERVOUS SYSTEM.

**THERAPION No. 2**  
CURES BLOOD POISON, BAD LEGS, SKIN Eruptions, ETC.

**THERAPION No. 3**  
CURES CHRONIC NEURALGIA, MIGRAINE, RHEUMATISM, SCIATICA, BRUISES, BURNS, AND ALL AFFECTIONS OF THE NERVOUS SYSTEM.

**THERAPION**

## Be Fat—Not Funny



**PUT ON FIRM, HEALTHY FLESH WHERE EVERY OUNCE WILL COUNT.**

If women and men only knew the pith, the gibes and the ridicule, that pinched cheeks, scrawny chests and scarecrow figures make, they would certainly do something to add flesh to their bones, and round out their figures.

Even thin people that see this announcement know that this is the truth. If thin, and so-called skinny people only knew that their lack of weight is caused by a lack of the system to turn the food they eat into firm, hard flesh they would not lose all hope.

It is a simple act to make flesh, provided you do it in a perfectly natural manner. The food you eat and the water you drink contain every quality that goes to make flesh, but if the digestive juices, the stomach and the digestive canal do not take out of this food everything that the system demands, then of course the body is impoverished, and draws upon what little flesh you have for the nourishment it needs.

One of the greatest successes in flesh building ever known is now having much success in the Far East. Almost every state and country has had within the last few months ample proof of the power of this flesh builder. It is nothing more or less than a little tablet, prepared after the most scientific and natural means. It does not contain harmful or worthless drugs; you do not have to tear down one part of your system to build up another, but all you have to do is to carry a few of these tablets in your pocket or your purse; eat what you will and when you will, take two of these tablets, and the food you eat with the aid of the tablets will go into your system in good, rich blood, to make firm, healthy flesh.

Don't diet or gorge yourself; don't walk and exercise yourself and exhaust your already weakened vital forces; but do the very best thing that nature does in all animal life—put into the system the things that the system craves.

These little tablets are sold under the name of Sargol tablets. They are harmless, and yet powerful. No matter what the condition of your stomach, they will lend themselves readily and do their work properly without any ill effects.

A Gold Medal was awarded Sargol at the Brussels Exposition in 1910, another at Rome in 1911. A. S. WATSON & CO., LTD., VICTORIA DISPENSARY, THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY, and all other first-class Chemists in Hongkong have it in stock.

"Don't Worry—Take Sargol."

(7099)

### WEATHER REPORT.

On the 14th at 11.05 a.m.—Pressure has increased slightly to moderately at the majority of stations to the north of the 25th parallel and decreased slightly elsewhere. The anticyclone has moved into the Yellow Sea and the northern depression to the N.E. of Hokkaido.

A trough of low pressure extends from the Asian Coast, as far as the Philippines to the Pacific; a typhoon or depression is probably situated in its eastern extremity, in Lat. 14° N. Long. 128° E. approximately, moving northwards.

Moderate to fresh easterly winds will prevail over the northern portion of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast.
Hongkong & Neighbourhood.	East winds, moderate to fresh; cloudy generally, so. a rain.
Formosa Channel.	N.E. winds, fresh.
South coast of China between the same as Hongkong and Lamook.	The same as No. 1.
South coast of China between the same as Hongkong and Hainan.	The same as No. 1.

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 14th.

	Previous Day at 2 p.m.	On Oct. 14 at 6 a.m.	On Oct. 14 at 2 p.m.
Barometer	29.90	29.91	29.87
Temperature	82	76	83
Humidity	75	81	71
Wind Direction	ESE	East	ESE
Force	4	4	3
Weather	c	c	c
State of sky	c	c	c

Highest open air Temperature on 13th. 84

Lowest open air Temperature on 13th. 80

### HONGKONG TIDE TABLE.

From 15th to 21st October.

HIGH WATER				LOW WATER			
Days of Week	Days of Month	H'kong. Mean Time	Height	Days of Week	Days of Month	H'kong. Mean Time	Height
Fri.	15	m 0 21	7.6	Fri.	15	m 8 57	1.7
Satur.	16	m 1 36	7.9	Satur.	16	m 10 22	1.8
Sun.	17	m 3 40	8.2	Sun.	17	m 12 39	1.9
Mon.	18	m 5 55	8.5	Mon.	18	m 2 49	2.0
Tues.	19	m 8 10	8.8	Tues.	19	m 5 04	2.1
Wed.	20	m 10 25	9.1	Wed.	20	m 7 19	2.2
Thurs.	21	m 12 40	9.4	Thurs.	21	m 9 34	2.3

### CHINA COAST METEOROLOGICAL REGISTER.

14th October A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind.
Vladivostok	7 a.m.	29.61	61	—	—	—	—
Nemuro	6 a.m.	29.61	61	—	—	—	—
Hakodate	5 a.m.	29.61	61	—	—	—	—
Tokyo	4 a.m.	29.61	61	—	—	—	—
Kobe	3 a.m.	29.61	61	—	—	—	—
Nagasaki	2 a.m.	29.61	61	—	—	—	—
Kagoshima	1 a.m.	29.61	61	—	—	—	—
Osaka	12 a.m.	29.61	61	—	—	—	—
Yokohama	11 a.m.	29.61	61	—	—	—	—
Batavia	10 a.m.	29.61	61	—	—	—	—
Singapore	9 a.m.	29.61	61	—	—	—	—
Penang	8 a.m.	29.61	61	—	—	—	—
Calcutta	7 a.m.	29.61	61	—	—	—	—
Rangoon	6 a.m.	29.61	61	—	—	—	—
Bombay	5 a.m.	29.61	61	—	—	—	—
Madras	4 a.m.	29.61	61	—	—	—	—
Colombo	3 a.m.	29.61	61	—	—	—	—
Calcutta	2 a.m.	29.61	61	—	—	—	—
Rangoon	1 a.m.	29.61	61	—	—	—	—
Bombay	12 a.m.	29.61	61	—	—	—	—
Madras	11 a.m.	29.61	61	—	—	—	—
Colombo	10 a.m.	29.61	61	—	—	—	—
Calcutta	9 a.m.	29.61	61	—	—	—	—
Rangoon	8 a.m.	29.61	61	—	—	—	—
Bombay	7 a.m.	29.61	61	—	—	—	—
Madras	6 a.m.	29.61	61	—	—	—	—
Colombo	5 a.m.	29.61	61	—	—	—	—
Calcutta	4 a.m.	29.61	61	—	—	—	—
Rangoon	3 a.m.	29.61	61	—	—	—	—
Bombay	2 a.m.	29.61	61	—	—	—	—
Madras	1 a.m.	29.61	61	—	—	—	—
Colombo	12 a.m.	29.61	61	—	—	—	—
Calcutta	11 a.m.	29.61	61	—	—	—	—
Rangoon	10 a.m.	29.61	61	—	—	—	—
Bombay	9 a.m.	29.61	61	—	—	—	—
Madras	8 a.m.	29.61	61	—	—	—	—
Colombo	7 a.m.	29.61	61	—	—	—	—
Calcutta	6 a.m.	29.61	61	—	—	—	—
Rangoon	5 a.m.	29.61	61	—	—	—	—
Bombay	4 a.m.	29.61	61	—	—	—	—
Madras	3 a.m.	29.61	61	—	—	—	—
Colombo	2 a.m.	29.61	61	—	—	—	—
Calcutta	1 a.m.	29.61	61	—	—	—	—

C. W. JEFFRIES, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, a quantity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, gloomy, a haze, lightning, a overcast, a passing shower, a squall, a snow, a shower, a variable, a variable, a rain in inches, a tenths and hundredths.

7 RAIN in inches, a tenths and hundredths.

VISITORS TO OAHON

Should Pass.

FROM HONGKONG TO OAHON

BY THE PEAK RIVER.

BY

Captain C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE

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### LIFE AS A GERMAN PRISONER.

#### A BRITISH OFFICER'S DIARY.

One of the most interesting articles in this month's magazine is "Some Experiences of a Prisoner of War" by an officer, Mr. Jeffery E. Jeffery, which is printed in the Cornhill, and from which we make the following extracts:—

Mr. Jeffery's article, which is in the form of a diary, opens on October 16, 1914, in the German Military Hospital, Bavaria, France, and he is just being moved to the internment camp at Crefeld, in Germany.

11 a.m.—We are ready to start. The word is given—we file out slowly through the courtyard into the sunlit street, where two transport wagons are drawn up opposite the gate. There are nine French soldiers, two English privates, and myself. Our names are called by a German officer. These who cannot walk are helped (by their comrades) into the wagons. We three English are carefully searched, but our money is not taken. It is decreed that the Englishmen must be separated by at least two Frenchmen. Does our escort (twenty armed men under a sergeant) fear a combined revolt, I wonder, or is this done merely to annoy us? I suspect the latter.

A crowd of inhabitants forms round us, pressing close to say good-bye. Suddenly the German officer notices this and in one second is transformed into a raging beast. He wheels round upon the crowd, waves his stick, and pours forth a torrent of abuse. The people cower back against the wall and his anger subsides. It is the first display of German temper that I have seen. To hear of men reviled, even in a strange tongue and for nothing, is horrible.

In the open space outside the station (at Maubeuge) we are drawn up by the pavement. The French are allowed to sit down on the kerb; not so we three unfortunate English. On our attempting to do so the sergeant in charge shouts at us and one of the escort threatens us with a bayonet. Some inhabitants who approach us with offers of food and drink are driven off harshly.

A crowd of German soldiers, some half-drunk, collect round us. They all know the English word "swine." Pointing us out to each other they use it without stint. One man has a most extended vocabulary of abuse. Having exhausted his language he resorts to a book of the German language to find the English word for swine. He then proceeds to count for our benefit the number of words in the English word. He produces knives of their own from their boots and threatens us with them. The expression on their faces is that of angry, untamed beasts. Finding that we are not to be drawn, the crowd gradually disperses, and for an hour and a half we are kept standing in the gutter.

6 p.m.—We file across the line on to the other platform. On the way one of the English privates, kicked, hard, about the head by a passing German soldier. His whispered comments to me are unprintable. Our train appears to consist entirely of cattle trucks.

#### THE CATTLE TRUCK JOURNEY.

October 17.—Eventually arrived at our destination, Crefeld, at 1.30. We were taken out of the station almost immediately, marched through a large and rather hostile crowd, and put into a tramway-car. In this we went to the barracks—about two miles. Male inhabitants shook their fists at us; females put out their tongues—so chivalrous.

We live and sleep in the barracks rooms, and we have the whole space of the barracks—about 200 yards long by about 50 yards wide—to play about in. Subalterns are paid sixty marks (£3) a month, higher ranks 100. Everyone is charged two marks a day for messing. The unfortunate subaltern, therefore, finds his account's flat at the end of the month—unless the month has thirty-one days, in which case he owes the Imperial Government two marks!

October 18.—Five more English officers arrived this morning. They were all more dead than alive, having spent three days and three nights in a cattle truck. The floor of which was covered with six inches of wet manure; the ammonia fumes had got into their eyes and they could hardly see; they had had practically no food, and all through the journey they had been submitted to every conceivable insult. The cattle truck contained fifty-two persons—officers, privates, and civilians. Such treatment is beyond contempt.

October 22.—In the course of a chat with the commandant informed us that in future we are to be counted at 7.45 a.m. and 10 p.m.; further, that the English will no longer be obtainable. Thus, drink and sleep. Football started in the square. The monotonous horror of this life is just beginning to make itself felt on me. The worst part of the whole thing is the total lack of privacy. There is no room, no corner of a room even, where one can go to escape the incessant racket and babble of talk. Reading and writing are practically impossible.

October 28.—Am now sharing a room with an infantry captain and three subalterns of the same regiment. We have bought cups and saucers, and have tea in our rooms every afternoon. New regulation that we may only write two letters a month.

October 31.—General von Bissing, commanding the district, visited some of the prisoners' rooms. Seeing one English officer who, having only just arrived, was far from clean, he asked him through an interpreter, how long he had had his breeches. The officer, who imagined that he was being asked how long the British Army had been clad in khaki, answered politely, "Nearly fourteen years!" Whereupon von Bissing, pleased to call our uniform "Dirty-coloured, disgusting, and bad."

November 2.—The authorities, with their usual thoughtfulness for our comfort, have decreed that the English or French and the Russians are to be mixed up in the rooms in approximately equal numbers.

### DESPERATE OVERCROWDING.

November 9.—Overcrowding becoming desperate. A seventh added to our room to-day. There are so many prisoners here now that we have to have two services for each meal. There are moments when I hate all my fellow-humans here. I find myself unable to fix my mind on anything, and sometimes I feel that this life will drive me mad. It's a hell of moral, physical, and mental inactivity. I'd rather do a year here with a room to myself than six months as things are at present.

November 14.—The arrival of letters and parcels is the only event of importance in this monotonous life. An officer who receives two on these of either on the same day is regarded in much the same light as, at home, one regards some lucky person who has inherited a fortune. Every pleasure is relative and depends on circumstances. Here a tin of tobacco and two pairs of pyjamas are joys untold.

November 23.—Immense excitement this evening. Two Russians attempted to escape; they had obtained civilian clothes, passports, and a motor, but were given away by the man whom they had bribed to help them. They now languish in the guard-room. The German authorities spent two hours this evening searching all the rooms—I suppose for money.

December 1.—Have bought some more books, and read all day except for an hour's walk in the morning and another in the afternoon or evening. Daren't play football owing to the bullet in my neck.

December 19.—Wild scene in the canteen following the announcement that no more tobacco would be sold after the 25th of the month. The prisoners are being too well treated. The fence the popular clamour in the town. Fierce scurrilous round the bar to purchase what was left. However, the patriotism of the canteen contractor (who, need I say, is making a fortune out of us) was not equal to his love of gain. He bought up an entire tobaccoist's shop, so that we were all able to lay in three or four months' supply.

Somewhere about this date a score or so of English soldiers arrived here. This was the result of our repeated applications to have servants of our own nationality, as the Russians and French have. The appearance of these men horrified me. It was not so much that they were thin, white-faced, ragged and dirty, though that was bad enough; but they had a cowed, bullied look such as I have never seen on the faces of British soldiers before and hope never to see again. Apart from what they told us, it was evident from their appearance that for months they had not been able to call their souls their own and that temporarily, at any rate, all the spirit had been knocked out of them.

December 25th (Christmas Day).—Into our rooms this afternoon, when we were all lying on our beds in state of coma after too liberal a ration of plum pudding, there burst the N.C.O. of the guard and four armed men. He shouted at us in German, and we gathered from his gestures that he was accusing us of looking out of the window and making faces at the sentry. However, as we all went on reading and took not the slightest notice of him I think we had the best of it. I imagine that he had "drunk taken," as one says in Ireland. We complained to the senior British officer, who explained to the German officer, who said the commandant about it. This sort of thing is becoming intolerable. The other night the guard entered a room, having had a light on after hours, although actually he was asleep at the time, and dragged him off to the guard-room, where he spent the night without blankets.

December 27th.—It has been announced that as a punishment for the escape of a British major, all smoking will be prohibited from January 2nd to 15th; all tobacco is to be handed in at 10 a.m. on the 2nd.

January 2nd.—News gets scarcer and scarcer, German papers, newspapers and the country. No more news on white bread for us, for example.

January 5th.—Managed to smuggle through the parcels office a tin of 100 cigarettes which had arrived for me, but resisted the temptation to open it.

SMOKING UP THE CHIMNEY.

January 8th.—It has become evident that the authorities do not desire, to take further steps in the tobacco question. This evening, therefore, we breached my tin of cigarettes. Crouching round the stove, we smoked them very carefully, blowing the smoke up the chimney. Rather like schoolboys and very ridiculous. Tobacco never tasted so good to me.

To-day one of the Russians who was implicated in the attempt to escape some weeks ago returned here. His role in the affair had been to stand at the gate and keep watch while the other two slipped out to the motor. All three of them, he says, have been kept handcuffed in solitary confinement ever since and fed only on black bread and weak coffee—and this while awaiting trial! Eventually his case was dismissed, as it was not proved that he was attempting to escape. The other two are to undergo imprisonment for six more weeks. They are desperate and want to commit suicide. And this is the civilised warfare in the twentieth century.

The quality of the food is rapidly deteriorating. The bread is black, sour, and hard, with a large proportion of potato flour in it. The meat is generally uneatable. Fortunately supplies are coming fairly regularly from home, and we subsist almost entirely on potted meats, tongues, etc.

February 3rd.—Permission granted to us to write eight letters a month instead of two.

February 7th.—Our hosts having now condescended to allow us to hire musical instruments, and having even granted us a garden to play them in, we enjoyed quite a pleasant concert this evening.

February 12th.—The incredible has happened. I'm to be sent home.

February 16th.—Reached Flushing about 10.30. In the afternoon the boat which is to take us back arrived from England with German wounded. The two batches of men were close together on the platform. What a contrast! The Germans, clean, well cared for, dressed

either in comparatively serviceable uniform or new civilian clothes; the English, white-faced, pinched and careworn, in tattered French and Belgian uniforms, with no buttons, most of them with no hats or badges. At first our men were indignant—they had suffered much, and it was evident to them that the treatment of prisoners in the two countries had been very different—but soon the inherent chivalry of the British private soldier overcame his other feelings. The Germans were enemies, but they were wounded—cripples for life, most of them—and they, too, were going home. It formed a bond between the two groups. In five minutes cigarettes were being exchanged and conversation (aided by signs) in full swing.

### PEGOUT SHOT DEAD IN THE AIR.

#### FULL STORY OF FIGHT OVER A FORTRESS.

The news of the death of Pegoud, the world's champion upside-down flyer, has been received in Paris with expressions of the deepest regret.

The newspapers print only the bare fact that his death took place near Belfort, but *the Daily Mail* special correspondent at Paris has obtained a detailed account of how the brave aviator met his fate in a single-handed duel with a German Aviatik carrying a pilot and marksman with a machine gun. Pegoud was at Belfort aviation camp yesterday (Sept. 1st). He had been flying on reconnaissance since dawn and was going off duty at ten o'clock when the news was telephoned that a German Aviatik was in sight making for the town.

He mounted his machine at once and set off with his usual confidence alone to face the foe. The two machines came within fighting distance very quickly almost over the fortress of Belfort. The German was a large and heavy Aviatik, Pegoud's a swift Monococque. With lightning-like rapidity the two craft circled round one another seeking the advantage of position.

The sky was unclouded; the soldiers in the trench beneath had the fullest view of the fight.



## SCIENCE AS AID TO HUMANITY.

## BRITISH ASSOCIATION OPENING.

## PROFESSOR SCHUSTER'S SHAFTS AT GERMANY.

Professor Schuster, the president of the British Association, had a wonderful reception when he mounted the platform at the opening meeting of the association's meetings in Manchester.

The first task that fell to the new president was to move a resolution of loyalty to the King, to be sent to his Majesty in a telegram. The resolution closed with this passage:

"We beg leave to assure your Majesty that the association as a whole and every individual member thereof are wholeheartedly anxious to devote all their energies to assisting your Majesty's Government in the task of bringing the war to a victorious conclusion."

A letter from Mr. A. J. Balfour regretting his inability to attend the association's meetings said:

I should have particularly valued an opportunity of taking a share (as past president) in the association's labours, partly because the scene of these in a city with which I was long and closely connected, and partly because I should like to have borne testimony (if that be required) to the patriotic zeal with which the Royal Society, of which your distinguished president is secretary, have placed all their scientific resources at the disposal of the Government for the purpose of the war."

## THE ADDRESS.

The President's address on the common aims of science and humanity dilated upon the motives, purposes, and disquisitions of various scientists.

According to Poincaré, he said, the pleasure which the study of science confers consists in its power of uniting the beautiful with the useful. But it would be wrong to adopt this formula as a definition of the object of science, because it applies with equal force to all human studies. I go further and say that the combination of the search for the beautiful with the achievement of the useful is the common interest of science and humanity.

I must guard, said the president, against one criticism. At times, when the struggle for existence keeps masses in permanent bondage, in a society in which a multitude of men and women have to face starvation, it is not futile to speak of aesthetic motives? Should I not have found a surer ground for the claims of science in its daily increasing necessity for the success of our manufactures and commerce?

But I must ask, do we not find in the worship of material success the seed of the pernicious ambition which has maddened a nation and plunged Europe into war? Is this contempt for all idealistic purposes not responsible for the mischievous doctrine that the power to possess confers the right to possess, and that possession is desirable in itself without regard to the use which is made of it?

He insisted, therefore, that we experience a double pleasure if the efforts of the mind contribute to the welfare of the nation. The duty to work, the right to live, and the leisure to think are the three prime necessities of our existence, and when one of them fails we only live in incomplete life.

## SCIENCE AND POLITICS.

The power which the revelations of science can exert over a community steeped in the petty conflicts of ordinary life the president illustrated by the following incident:

An American friend who possessed a powerful telescope one night received the visit of an ardent politician. Bryan and Taft being the opposing candidates, and feeling ran high. After looking at clusters of stars and other celestial objects, and having received answers to his various questions, the visitor turned to his friend: "And all these stars I see," he asked, "what space in the heavens do they occupy?"

"About the area of the moon,"

"And you tell me that every one of them is as sun like our own?"

"Yes."

"And that each of them may have a number of planets circulating round it like our sun?"

"Yes."

"And that there may be life on each of these planets?"

"We cannot tell that, but it is quite possible that there may be life on many of them."

And after pondering for some time the politician rose and said: "It does not matter after all whether Taft or Bryan gets in."

"Happy were the times," concluded the President, "when it could be said with truth that the strife of politics counted as nothing before the silent display of the heavens. Mightier issues are at stake to-day; in the struggle which convulses the world all intellectual pursuits are vitally affected and Science gladly gives all the power she wields to the service of the State."

"Sorrowfully she covers her face because that power, accumulated through the peaceful efforts of the sons of all nations, was never meant for death and destruction; gladly she helps, because a war wantonly provoked threatens civilisation, and only through victory shall we achieve a peace in which once more Science can hold up her head, proud of her strength to preserve the intellectual freedom which is worth more than material prosperity, to defeat the spirit of evil that destroyed the sense of brotherhood among nations, and to spread the love of truth."

## "PRETTIEST WOMEN OF PARIS."

## AMERICAN JOURNALISTS' BREACH OF NEUTRALITY.

Despite the war, despite the threatened visits of German aircraft, despite the all-absorbing work of caring for the wounded, the fair sex of Paris has found the time to voice an indignant protest against the announcement printed in the American newspapers that a certain well-known actress, who is soon to arrive in New York, is the most beautiful woman in Paris.

"Mlle. Jocelyne is a very good-looking young lady, if you please, but from this to being the 'most beautiful woman of the French capital' there is a considerable distance to be traversed, and there are several women in Paris who would have a far greater right to the title, if such a title would be possible to confer," explained a well-known actress, herself a noted beauty.

The request for an answer to the question who is the most beautiful woman in Paris has brought forth as many names as the number of persons approached. They include Mme. Lottier, Mlle. Marthe Urban, Mlle. Irene Bordoni, Mlle. Yvonne Printemps, Princess Baratoff, Mlle. Marthe Chenal, etc.

## CONNOISSEUR'S VIEWS.

"The most beautiful woman in Paris is no single individual, she is a legion," declared Baron de Gerando, admittedly the greatest connoisseur of feminine beauty in Paris society. "The expression itself is an anachronism, a reminder, so to say, of the days when the approbation of the Sovereign was necessary for obtaining the title, and the last woman to possess it was the Countess de Castiglione, during the reign of Napoleon III. Paris society is really a conglomeration of several societies, and each of these possesses its most beautiful woman. In the absence of a court, there can be no final judgment in this respect, and the rights of the several claimants can never be satisfactorily settled. If one speaks of sensational beauty, a beauty that forces admiration without admitting even the possibility of a dispute, the last instance of such was the beauty of Madame G., during the presidency of Marshal MacMahon and of M. Casimir Perier. All of Paris crowded to the Salon to see her portrait; but even at that time she was never declared to be the 'most beautiful woman in Paris.' As for the present, the task of one who would designate a woman as holding the beauty championship of Paris would be far more difficult than that of Paris of Troy, and he would indeed be a hero who would dare to render a verdict in this respect."

## BEAUTY IN WAR-TIME.

"The most beautiful woman in Paris?" queried a well-known portrait painter. "All Paris women are beautiful, for they possess that inexplicable something which puts expressive gracefulness into every one of their features, into every one of their movements. To say 'the most beautiful woman in Paris' is to prove oneself ignorant of Paris and Parisiennes."

"The one that shows the greatest devotion to the cause for which France is fighting at present is the most beautiful woman in Paris, and there is no divergence of opinion on this point," announced the author whose novels of the days before the war dealt with the psychological side of feminine beauty. "But if it amuses you Yankee confederates to designate Mlle. — as the impersonation of feminine beauty in Paris, why rob them of the opportunity to pay a compliment to all Paris women in the person of one? I know Mlle. —, and I am glad that it happens to her, and not someone else, whom our Transatlantic friends have happened to designate the 'beauty queen of Paris.' I tremble to think where their exuberance might have led them in another case. Not even the question of the most beautiful woman, however, has distracted the attention of the Paris women from the fact that winter is approaching once more, and with it the cold and stormy days when the soldier will need again all the warm things that kept on pouring into the trenches during the last winter months. Like the soldiers, with the soldiers, and for the soldiers, is the motto of the Paris women at present; but wait till the war is over, and the Yankee journalists will hear something on the subject of the 'most beautiful woman in Paris.'"

## COFFEE FOR BEER.

## WORKERS' CHANGED HABIT.

There are snares and pitfalls for the hospitably inclined stranger who ventures into South Wales, remarks a Home paper.

A little party of four visitors from the Midlands strolled into the bar of a Cardiff hotel. Well, what's it to be, boys? said the energetic one, following the custom of the country.

"Nothing," said the other, promptly answered the barmaid. She pointed out that they were in one of the special drink areas. "You may treat each other to dry ginners," she explained, "but not to intoxicants." "Not even if I get them to eat a dry biscuit with it?" said one.

"Nothing less than a plate of ham and beef," was the unsympathetic response. Each bought his own drink. One effect of the new drink restrictions has been to increase the coffee drinking habit of Cardiff. More and more people who can no longer enjoy their morning beer now drop in for a coffee and cigarette between 11.30 and 12.30 at one of the big cafés in the city.

From noon to 2.30 and from 6 to 9 are the only hours during which the public-houses are allowed to be open, and on Saturdays the limits are reduced to 6 to 8. These regulations apply to the Cardiff, Newport, and Barry areas. The mining villages lie outside the scope of these restrictions and existence there flows on uninterrupted.

## MR. LLOYD GEORGE AT THE T. U. CONGRESS.

Mr. Lloyd George, who attended the Trade Union Congress, on the 9th ult., in response to telegrams, referring to the Government munitions policy and the absence of profit-mongering, received an ovation when he rose to speak. After expressing his gratitude for the opportunity of unfolding his views on the situation the Minister said:—You represent one of the most powerful forces in directing the country's life. With you victory is assured; without you our cause is lost. I come here as the greatest employer of labour in the country and I am also a Trade Unionist. You pledged yourselves yesterday, as the representatives of organised labour, to assist Government in the successful prosecution of the war. I am sure you meant it and I am here to take you, on behalf of the Government, at your word. The Government has established sixteen national arsenals and is constructing eleven more, and to work these we require 80,000 more skilled men and 200,000 more unskilled men and women, but we are not trying to displace skilled men by unskilled workers. The country is not yet doing its best. It is entirely a labour problem and you can assist.

A voice: So can the employers.

Mr. Lloyd George: I am not going to spare the employers. (Cheers.)

## IDLE MACHINERY.

Continuing, he said:—There is machinery applicable to the manufacture of war material which is idle night and day; only 15 per cent. of the machinery in the country is working night shifts, turning out cannon, rifles, and material for war. With plenty of labour factories would be occupied continuously. I think that material could be supplied. The problem is not for destroying but for saving the lives of young men. I want you clearly to understand the problem to which we have set our minds in order to equip the armies in the coming months and enable them to hack their way through to victory. German workmen worked quietly and persistently without stint or strife through the autumn, winter, and spring. Then came the terrible avalanche of shot and shell which broke the great Russian armies and drove them back. The German advance in Russia is a victory to German Trade Unions. It was not Hindenburg or Mackensen, but the workman who won. The war resolves itself into a conflict between the mechanics of Austria and Germany and the mechanics of Britain and France, and the sooner we thoroughly understand this the quicker will be the ultimate victory.

I believe the British workman is best if he chooses to put his back into it. If every skilled man is employed there will still be insufficient labour for the task in hand. Government is unable to equip the army unless the Trade Unions help in the direction. They must suspend during the period of the war all restrictions upon the best use of skilled labour by employing unskilled men under skilled supervision for all work in which highly skilled labour is not absolutely indispensable. Secondly, they must suspend all practices preventing men from turning out as much work as their skill and strength permit. Thirdly, there must be no stoppages in essential trades. Profits have been restricted in practically the whole of the trades employed in making munitions under the Munitions Act, those under the Act embracing 95 per cent. of the labour engaged in these industries.

## RESTRICTION OF OUTPUT.

He was going to ask an unpleasant question. Had their side of the bargain been kept? It had been maintained honourably in many cases, but far too many had not carried it out. If the Government, when trying to do its best for the gallant fellows in the field, were hampered at every turn by little technical objections, it would be impossible to do the work that the country demanded.

Mentioning an instance of restriction of the output of materials vitally needed, Mr. Lloyd George asked:—"Will anyone defend that?" (Cries of "No.")

The Minister concluded that he had no more to say. That was exactly what he had come for.

Several questions were asked and answered.

## NATION'S ECONOMY.

## HOW STATE EXPENSES MAY BE REDUCED.

Such good progress is being made by the Retrenchment Committee appointed to examine the expenditure of Government Departments to see where economies can be effected that the Committee hopes to issue its report shortly after Parliamentary recesses. The Committee is working three days a week.

Administrative economies are being rigidly enforced in all departments, but no important cessation of the activities of departments can be looked for until after the committee's report has been considered.

In April Mr. Lloyd George said that a reduction of 1,700 in the temporary staff working on land valuation would be made. Already a number of men have received notice. This is a natural outcome of the approaching completion of the work of valuation.

At the beginning of the war the Department was staffed by 600 established Civil Servants and 4,100 temporary men on a monthly engagement. Of these 1,000 had enlisted, and when the 1,700 who will leave during this year have gone the disposable staff would be reduced to 1,400. In January 1914, when the temporary staff numbered 4,326, their salaries amounted to £212,941.

## WAR BANKRUPTCIES.

## DECREASE IN NUMBER, INCREASE IN LOSSES.

The report of the Inspector-General in Bankruptcy, which was issued in London on August 30th states that the war caused a diminution in the number of failures during 1914. He says:—

The number of failures during the year both under bankruptcies and under deeds of arrangement shows a very great falling off; in fact the number of receiving orders is the smallest since the Bankruptcy Act, 1883, came into operation, and the number of deeds is the smallest since the Deeds of Arrangement Act, 1887, which for the first time required such deeds to be registered, came into force.

In the case of failures under the Bankruptcy Act the decrease in number appears to be entirely attributable to the war. During the first seven months of the year receiving orders were made in 3,007 cases. During the last five months of the year, however, only 800 receiving orders were made. The check on the number of bankruptcy proceedings attributable to the war was caused primarily by the protective provisions of the Act and Proclamations in regard to postponement of payments and the Courts (Emergency Powers) Act. But it also seems probable that creditors, in the circumstances created by the war, have voluntarily refrained from pursuing their remedies in bankruptcy in many cases where they would otherwise have done so. In this connection it may be mentioned that while the number of debtors' petitions shows a decrease of 14 per cent. as compared with the number filed in the preceding year, the numbers of bankruptcy notices and creditors' petitions have decreased by 28 per cent. and 27 per cent. respectively.

## CREDITORS' LOSSES.

While the number of failures has decreased the liabilities and assets show substantial increases, and the total estimated loss to creditors under both forms of administration is nearly two million pounds in excess of the loss estimated in the preceding year.

The liabilities exceeded a million pounds in the case of merchants, £1,082,018, and directors and promoters of public companies, £1,050,599, the increase in the former, as compared with the corresponding figures under the same trade heading for 1913, being £1,520,711. There were two failures of bankers, with aggregate liabilities of £781,000 (one of £600,000, cases accounting for more than £200,000, as against one such failure in 1913, with liabilities of £15,100). The chief decreases occurred among engineers and foundries, £1,644,984; builders, £1,630,437; and silk manufacturers and merchants, £1,594,467.

The total number of failures of workers in 1914 was 951, as compared with 355 in 1913—a decrease of 59 per cent.—as compared with a decrease of 20 per cent. on the total failures of both sexes. Eleven per cent. of the women debtors had no occupation, as compared with 9 per cent. in the preceding year. The trades in which the greatest number of failures among women occurred were: Drapers and haberdashers, 24; milliners and dressmakers, 22; grocers, 18; and lodging-house keepers.

The failures with unsecured liabilities of £220,000 and upwards were ten more in 1914 than in 1913, and the increase in liabilities was £1,485,600.

## LARGEST FAILURE OF THE YEAR.

The ordinary trade failures include the largest bankruptcy of the year, that of a well-known bank in the West of England, in which the liabilities were estimated at £601,508 and assets £319,078, which may possibly realise £250,000. The bank, which was established in the eighteenth century, is stated to have been insolvent for over 50 years and was unable to survive the run on it caused by the outbreak of the war.

Another exceptionally large failure, in which the liabilities are estimated at £432,000 (included among the failures due to financial and speculative enterprises), is that of a debtor who had been extensively engaged in company promoting. He had also speculated largely and incurred considerable losses in American railway shares and Canadian railway stock. The failure was partly due to personal extravagance, the debtor's household and personal expenditure having, since 1910, amounted to £75,106. He had also lost over £72,000 in connection with a residence, on which he had spent £92,000 on improvements and furniture and a further loss, amounting to about £284,000, was incurred on a collection of pictures which he purchased for the house at a cost of nearly £113,000.

Among the failures due to personal extravagance, etc., is one in which the debtor, during a period of five or six years, dissipated two fortunes, which he had inherited, of £80,000 each. He subsequently incurred heavy liabilities in respect of which he charged properties to which he claimed to be entitled, and at the date of the receiving order was indebted to unsecured creditors to the extent of about £45,000.

## FORTHCOMING EVENTS

Thursday, 21st Oct.—9 P.M.—An Open-Air Concert and Fête in the Public Gardens.

Wednesday, 27th Oct.—Noon—Hongkong and South China Steam Fisheries Co., Ltd., Meeting of Shareholders.

12.15 p.m.—Hongkong and South China Steam Fisheries Co., Ltd., Extraordinary General Meeting.

Saturday, 30th Oct.—2 p.m.—Ministerial Children's League Bazaar.

Wednesday, 3rd Nov.—2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

Monday, 22nd Nov.—Drying—Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., Meeting of Members at the Office of Messrs. Jardine, Matheson & Co., Ltd.

## JAVA-CHINA JAPAN LIJN

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TJIMANOEK	BATAVIA	20th Oct.	SHANGHAI	27th Oct.
TJIKINI	MAKASSAR	21st Oct.	JAPAN	28th Oct.
TJIKEMBANG	SHANGHAI	28th Oct.	JAVA	31st Oct.

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Hongkong, 3rd July, 1914.

1595

SHIPPING IN PORT.

STEAMERS.	HONGKONG HOTEL.
CHOWFU, British str., 1,195, Wolf, 12th October—Swatow 11th October, General.—Butterfield & Swire.	Mr A. Adler
DAIJIN MARU, Japanese str., 889, S. Saito, 13th October—Swatow 17th October, General.—Osaka Shosen Kaisha.	Mr Geo. E. Anderson
DAIYA MARU, Japanese str., 995, Y. Goto, 9th October—Wakamatsu 4th October, Coal.—Mitsui Bussan Kaisha.	Mr & Mrs F. K. d
EASTERN, British str., 3,586, F. Carter, 13th October—Melbourne 6th Septem- ber, General.—Gibb, Livingstone & Co.	Mrs d Alameda Castro
FOOTLE, Chinese str., 559, Miyazaki, 10th October—Bangkok 1st October, Rice and General.—Chinese.	Mr J. H. Backhouse
FUKUKA MARU, Japanese str., 3,178, —, 10th October—Wakamatsu 3rd Octo- ber, Coal.—Mitsui Bussan Kaisha.	Mr & Mrs P. J. Earley
FUKU MARU, Japanese str., 3,057, H. Chesaki, 10th October—Moji 4th October, Coal.—Mitsui Bussan Kai- sha.	Mr J. H. Baring
HAIMUN, British str., 641, A. H. Stewart, 13th October—Swatow 12th October, General.—Douglas Laiprak & Co.	Mr H. Murray & Co
HONGWANG L., British str., 2,060, G. King, 13th October—Singapore 7th October, General.—Chinese.	Mr E. E. Bell
KWONGSANG, British str., 1,428, W. F. Richard, 11th October—Shanghai 5th October, General.—Jardine, Mathe- son & Co.	Mr C. D. J. Bell
MAUSANG, British str., 1,643, G. H. Alcock, 11th October—Sandakan 5th October, Wood and General.— Jardine, Matheson & Co.	Mr J. J. Blandin
ONANG, British str., 1,737, —, 13th October—Stages 4th October, Sugar. —Jardine, Matheson & Co.	Mr & Mrs J. Blakely
PERSIA, British str., 2,744, J. Hill, 8th October—San Francisco 15th Septem- ber, General.—P. M. Co.	Mr J. P. Bourne
SADO MARU, Japanese str., 3,860, K. Asakawa, 11th October—Shanghai 5th October, General.—Nippon Yusen Kaisha.	Mr G. C. Bowman
TAISHUN, Chinese str., 1,710, A. Westerman, 9th October—Shanghai 8th October, General.—Chinese.	Mr W. A. Lowman
TENMEI MARU, Japanese str., 3,224, Tamura, 12th October—Moji 6th October, Coal.—Mitsui Bussan Kai- sha.	Mr P. B. Shaw
YEDDO, British str., 2,781, J. M. Brustroino, 12th October—Singapore 6th Octo- ber, General.—Order.	Mr & Mrs R. D. Bunn
YUENSANG, British str., 1,128, W. M. Menney, 12th October—Manila 9th October, General.—Jardine, Matheson & Co.	Mr & Mrs J. B. Cullen

Mr & Mrs F. G. Jones	Mr & Mrs S. B. Knox	Mr A. J. Kennings	Mr B. Laid	Mr A. M. Lawrence	Mr G. T. Lloyd	Mr S. Longfield	Mr E. E. Mahony	Mr & Mrs W. Manning	Mr Mansfield	Dr & Mrs O. Marriott	Mr G. Myer	Mr S. M. Mayes	Dr G. McMurran	Mr E. McKean	Mr E. Melrose	Mr J. K. Mehta	Mr & Mrs J. Miller	Mr H. Holden	Capt H. E. Morton	Mr Wm. Moore	Mr & Mrs H. Morgan	Mr & Mrs W. Neighbour	Mr & Mrs A. Nisim	Mr & Mrs J. O'Brien	Mr T. N. Parsley	Mr & Mrs A. Pether	Mr & Mrs E. J. Raymond	Mr E. L. Ray	Mr & Mrs H. Reed	Mr C. J. Robinson	Mad. Salle	Mr Wm. Scott	Mr & Mrs J. R. Shaw	Mrs Shooker	Mr W. H. Smith	Mr W. Sorby	Mr C. H. Spittles	Mr H. H. Taylor	Capt F. Thoreson	Mr C. Trimm	Mr & Mrs F. H. Tyss	Mr C. B. Waites	Mr C. E. Watkins	Mr C. W. Wilkes	Mr J. Wilkie	Mr & G. Wood	Dr & Mrs W. Lindsay	Woods
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## SHIPPING

## ARRIVALS.

ANNU, British str., 1,228, Eddy, 13th October—Shanghai 10th October, General—Butterfield & Swire.  
 CHIRUKA, British str., 1,190, H. G. Walker, 14th October—Tientsin 8th October, General—Jardine, Matheson & Co.  
 CHIVUS, Chinese str., 1,177, Ross, 14th October—Shanghai 10th October, General—Chinese.  
 ETOEN, Norwegian str., 875, M. Eliasson, 14th October—Dairen 8th October, Bean and Bean—Order.  
 KEISO MARU, Japanese str., 1,110, D. Imada, 14th October—Rice—Order.  
 LOKSANG, British str., 897, D. W. Ritchie, 14th October—Haiphong 10th October, General—Jardine, Matheson & Co.  
 NICHIREN, MARU, Japanese str., 1,400, O. Kazaki, 14th October—Honkoku Bay 14th October, Salt—Doddwell & Co.  
 TONGTAT MARU, Japanese str., 1,529, K. Yamada, 14th October—Chingwangtau 6th October, Coal—Doddwell & Co.

## CLEARANCES

IN THE HARBOUR MASTER'S OFFICE  
 October 14th.  
 CHIRUKA, British str., for Shanghai.  
 FUKU MARU, Jap. str., for Wakamatsu.  
 HAYANG, British str., for Singapore.  
 QUANTA, Norwegian str., for Bangkok.

## DEPARTURES.

October 14th.  
 CHONGSHING, British str., for Tientsin.  
 DAIVA MARU, Jap. str., for Tachew.  
 FOOKSANG, British str., for Singapore.  
 FOOKSANG, Chinese str., for Newchwang.  
 HAIMON, British str., for Fouchow.  
 HONGKONG, British str., for Haiphong.  
 HONGKONG, British str., for Amoy.  
 TIANHONG, Dutch str., for Batavia.  
 TUNGSHAN, Chinese str., for Chingwangtau.  
 UNE MARU, Japanese str., for Singapore.

## VESSELS ON THE BEAT

S.S. "SHINTSU MARU,"  
 For VANCOUVER and SEATTLE.  
 This steamer will be despatched for the above ports about the 17th October.  
 For Freight and particulars apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 30th September, 1915. [1038]

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Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "PESIA," due in London about the 4th Dec., 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 8th October, 1915. [1]

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## THE BANK LINE, LTD.

FOR SAN FRANCISCO.

## THE Steamship

"INVERIC,"  
 Captain A. Wallace, 4,789 tons, will be despatched as above on WEDNESDAY 17th November.

For Freight and further particulars, apply to  
 THE BANK LINE, LTD.,  
 Managing Agents.  
 Hongkong, 22nd September, 1915. [1009]

## GLEN LINE (McGREGOR, GOW &amp; Co.), LIMITED.

FOR GENOA ONLY.

## THE Steamship

"GLENGYLE,"  
 Captain R. Waters, will be despatched for the above port on or about the 30th Nov., 1915.

For freight, passage and further information, apply to  
 SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, 4th October, 1915. [1051]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Hsiao Pier. 3. From Hsiao Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & GLASGOW...	CITY OF HANKOW	Brit. str.	1 m.	G. C. Talbot, R.N.R.	THE BANK LINE, LIMITED	On 18th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL...	MALTA	Brit. str.	1 m.	G. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at 10 A.M.
LONDON	MERIONETHSHIRE	Brit. str.	1 m.	H. R. Hetherington, R.N.R.	JARDINE, MATHESON & Co., Ltd.	Middle of Oct.
LONDON & BOMBAY VIA USUAL PORTS OF CALL...	NEVADA	Brit. str.	1 m.	H. R. Hetherington, R.N.R.	P. & O. S. N. Co.	About 5th Nov.
MANSEILLES VIA PORTS...	PAUL LECAR	Fren. str.	1 m.	F. E. Cope	MESSAGERIES MARITIMES	On 17th inst., at 5 P.M.
MARSEILLES LONDON & VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	1 m.	K. Asakawa	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
GENOA & LONDON	CARABYONSHIRE	Brit. str.	1 m.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	About Middle of Nov.
GENOA	GLENGYLE	Brit. str.	1 m.	K. Asakawa	SHEWAN, TOMES & Co.	On 30th inst.
VICTORIA, H.C. & SEATTLE VIA KEELUNG, &c.	SADO MARU	Jap. str.	1 m.	K. Asakawa	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
VICTORIA & TACOMA VIA SHANGHAI, NAGASAKI, &c.	HAWAI MARU	Jap. str.	1 m.	K. Asakawa	OSAKA SHOSHIN KAISHA	About 26th inst.
NEW YORK VIA SUEZ CANAL	SAINT BEDE	Brit. str.	1 m.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
VANCOUVER & SEATTLE	SAINT BEDE	Brit. str.	1 m.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 1st Nov. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	DAIREN MARU	Jap. str.	1 m.	K. Asakawa	THE BANK LINE, LIMITED	On 17th Nov.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	INVERIC	Brit. str.	1 m.	K. Asakawa	TOYO KISEN KAISHA	On 14th Dec., at 10.30 A.M.
MEXICAN PERUVIAN & CHILE PORTS VIA JAPAN	NIPPON MARU	Jap. str.	1 m.	K. Asakawa	TOYO KISEN KAISHA	On 10th Nov. at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	SHINTSU MARU	Jap. str.	1 m.	K. Asakawa	THE BANK LINE, LIMITED	On 3rd Nov.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	1 m.	K. Asakawa	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	GIBB, LIVINGSTON & Co.	On 18th Nov.
NAGASAKI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
JAPAN	CHANGSHA	Brit. str.	1 m.	K. Asakawa	NIPPON YUSEN KAISHA	On 28th inst.
TIEN-TSIN & WEI-HAI-WEI	CHANGSHA	Brit. str.	1 m.	K. Asakawa	JAVA-CHINA-JAPAN L.L.	On 19th inst., at D'light.
WEI-HAI-WEI & TIENTSIN	CHANGSHA	Brit. str.	1 m.	K. Asakawa	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
MOJI & KOBE	CHANGSHA	Brit. str.	1 m.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at D'light.
SHANGHAI VIA SWATOW	CHANGSHA	Brit. str.	1 m.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	To-morrow at D'light.
SHANGHAI	CHANGSHA	Brit. str.	1 m.	K. Asakawa	BUTTERFIELD & SWIRE	On 17th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 19th inst., at 10 A.M.	
SHANGHAI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 19th inst., at 5 P.M.	
SHANGHAI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 19th inst., at 4 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	About 20th inst.	
SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 21st inst.	
SHANGHAI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 27th inst.	
SHANGHAI	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 27th inst., at 8 A.M.	
ANPING & TAKAO VIA SWATOW & AMOY	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 27th inst., at Noon.	
TAMSAI & KEELUNG VIA SWATOW & AMOY	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 19th inst., at 1 P.M.	
SWATOW, AMOY & FOOCHOW	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 22nd inst., at 1 P.M.	
SWATOW, AMOY & FOOCHOW	CHANGSHA	Brit. str.	1 m.	K. Asakawa	To-morrow, at 3 P.M.	
MANILA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 19th inst., at 4 P.M.	
MANILA, CEBU & ILOILO	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 23rd inst., at 3 P.M.	
MANILA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 26th inst., at 4 P.M.	
MANILA, CEBU & ILOILO	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 26th inst.	
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 27th inst.	
SINGAPORE, PENANG, BANGKOK & CALCUTTA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 27th inst., at 8 A.M.	
SINGAPORE, PENANG & CALCUTTA	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 17th inst., at Noon.	
BATAVIA, CHERILON, SAMARANG, &c.	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 19th inst., at 1 P.M.	
MAURITIA & SOUTH AFRICAN PORTS	CHANGSHA	Brit. str.	1 m.	K. Asakawa	To-morrow, at 3 P.M.	
SANDAKAN	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 19th inst., at 4 P.M.	
HAIPHONG VIA HOIHOW	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 23rd inst., at 3 P.M.	
HOIHOW, PAKHOI & HAIPHONG	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 26th inst., at 4 P.M.	
HOIHOW & HAIPHONG	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 26th inst.	
NEWCHWANG	CHANGSHA	Brit. str.	1 m.	K. Asakawa	On 27th inst.	

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Saturday, 16th Oct. D'light.
MANILA	"TUENSIANG"	Saturday, 16th Oct. 3 P.M.
HOIHOW & HAIPHONG	"LOKSANG"	Sunday, 17th Oct. 8 A.M.
TIENTSIN & WEI-HAI-WEI	"CHIPSANG"	Tuesday, 19th Oct. D'light.
MOJI & KOBE	"KUTSANG"	Wednesday, 20th Oct. D'light.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday, 20th Oct. 3 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 21st Oct. Noon.
MANILA	"LOONGSANG"	Saturday, 23rd Oct. 3 P.M.

RETURN TOURS TO JAPAN.  
 The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YACHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Wei-hai-wei.

†Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Laruan.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.  
 Telephone No. 215.  
 Hongkong, 15th October, 1915. [6]

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Hongkong, 16th April, 1915. [25]

## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

LONDON GENOA & LONDON ... "MERIONETHSHIRE" ... Middle of October.

GENOA & LONDON ... "CARNARVONSHIRE" ... About Middle of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215 Sub. Ex. 10

Hongkong, 5th October, 1915. [24]

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 3rd November.

FROM COLOMBO: 18th November.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

S.S. "SALAMIS" ... From Hongkong: 25th Jan., 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For

Steamer

Sail.

LONDON & GLASGOW... "CITY OF HANKOW" ... On 18th Oct.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 9th October, 1915. [1061]

## PRINTING &amp; BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES

OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.

## NOW IN PREPARATION.

## THE DIRECTORY AND CHRONICLE 1916.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

## FIFTY-FOURTH ANNUAL ISSUE.

The Compilers invite the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to cooperate with them by returning promptly the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1916 issue of the volume are asked to do so, if possible, not later than the end of this month.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated.

The Directories and Descriptions are of:—

CHINA.	JAPAN AND FORMOSA.
Peking.	Osaka.
Tientsin.	Kobe.
Shanghai.	Yokohama.
Manila.	Cebu.
Amoy.	Iloilo.
Swatow.	Keelung.
	Tainan.
	Nagasaki.
	Hakodate.
	Shimonoseki.
	Tamui.

## EASTERN SIBERIA.

Vladivostok. Nicolajevsk.

## CHOSIN.

Seoul. Wonsan. Mokpo.

Chungju. Fusan. Chinnampo.

Kusan. Pingyang. Songbin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

## FRENCH INDO-CHINA.

Hanoi. Annam. Tourane.

Haiphong. Hué. Saigon.

Tonkin Provinces. Quinhon. Cambodia.

## PHILIPPINES.

Manila. Iloilo. Cebu.

Borneo.

Sarawak. Labuan.

Brunei. British North Borneo.

## MALAY STATES.

Perak. Selangor. Pahang.

Negeri Sembilan. Johore. Kedah.

Kelantan. Trengganu. Perlis.



**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

FOR  
**MARSEILLES AND LONDON**  
TAKING PASSENGERS ALSO FOR  
**COLOMBO. INDIA. AUSTRALASIA. EGYPT. &c.**  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

THROUGH TICKETS ISSUED						
Connecting Steamer leaves	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSSEILLES and LONDON	Due at MARSSEILLES	Due at LONDON
YOKOHAMA	COLOMBO					
Sept. 26	NORE ... ..	about Oct. 3	about Oct. 7	*MOLDAVIA ... ..	Nov. 6	Nov. 13
Oct. 9	MALTA ... ..	Oct. 17	Oct. 23	*KHYBER ... ..	Nov. 20	Nov. 27
Oct. 23	NOVARA ... ..	Oct. 31	Nov. 5	*MEDINA ... ..	Dec. 4	Dec. 11
Nov. 3	NELLORE ... ..	Nov. 15	Nov. 19	*MONGOLIA ... ..	Dec. 18	Dec. 25
					1916	1916
Nov. 30	SARDINIA ... ..	Nov. 29	Dec. 4	MALWA ... ..	Jan. 1	Jan. 8
Dec. 6	NANSEIN ... ..	Dec. 13	Dec. 17	*MOOLTAN ... ..	Jan. 15	Jan. 22
			1916			
Dec. 30	MALTA ... ..	Dec. 27	Jan. 1	NORE ... ..	Jan. 29	Feb. 5
1916		1916				
Jan. 1	NOVARA ... ..	Jan. 10	Jan. 14	*MALOJA ... ..	Feb. 12	Feb. 19

+ Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:--

				LONDON	
				Return	
1st Saloon	"A"	Accommodation	Single	£74.	£111
	"B"	"	"	£68.	£102.
2nd Saloon	"A"	"	"	£62.	£78
	"B"	"	"	£48.	£72.

  

				MARSEILLES	
				Return	
1st Saloon	"A"	Accommodation	Single	£70.	£105.
	"B"	"	"	£64.	£96.
2nd Saloon	"A"	"	"	£50.	£75.
	"B"	"	"	£46.	£69

IN ADDITION TO THE ABOVE MAIL STEAMERS  
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES  
 THROUGH SAILINGS

STAMENUS.	Leave Y'HAMA.	Leave SHANGHAI.	Leave H'KONG.	Leave S'PORE.	Dues MONTHLY, if calling	Dues LONDON
NORE	about	about	about Oct. 7	about Oct. 14	about Nov. 9	about Nov. 18 1916.
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30 1916	Jan. 7
NAMUR	Dec. 6	Dec. 18	Dec. 22 1916	Dec. 28 1916	Jan. 27	Feb. 8
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETENHAM, PENANG and COLOMB.  
**FARES TO LONDON:**  
 1st Saloon £28 Single, 2nd Saloon £42 Single: £65 Return  
**FARES TO MARSEILLES:**  
 1st Saloon £24 Single, 2nd Saloon £40 Single.  
 All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
 Owing to the War in Europe, Steamers and sailing ships are liable to be cancelled or altered  
 without Notice.  
 For further Particulars apply to—

For Further Particulars apply to  
E. A. HEWETT,  
SUPERINTENDENT

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**NIPPON YUSEN KAISHA**  
THE JAPAN MAIL STEAMSHIP CO

PROJECTED RAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DISPLACEMENT	TIME	SAILING DATES
MARSHALLS and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ... ..	\$ KITANO MARU Capt. F. E. Cope	16,000	THURSDAY, Oct., at Noon.	21st
VICTORIA, B.C. and SEATTLE via SANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA ... ..	\$ FUSHIMI MARU Capt. Iizawa	21,000	THURSDAY, Nov., at Noon.	4th
	\$ SADO MARU Capt. Asakawa	12,500	TUESDAY, Oct., at Noon.	19th
	\$ AWA MARU Capt. T. Hori	12,500	TUESDAY, Nov., at Noon.	2nd
SYDNEY and MELBOURNE, via ANIKA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	\$ NIKKO MARU Capt. Takeda	9,000	SATURDAY, Oct. at Noon	16th
	\$ HITACHI MARU Capt. T. Sato	13,500	TUESDAY, Nov., at 4 P.M.	16th
CALCUTTA via SINGAPORE PENANG and RANGOON ...	CEYLON MARU Capt. S. Fujita	12,500	MONDAY, Oct.	18th
BOMBAY via SINGAPORE, MALACCA and COLOMBO ...	BAMBAY MARU Capt. Terada	8,000	MONDAY, Oct.	25th
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. H. Nomura	8,000	TUESDAY, Oct.	21st
SHANGHAI, KOBE and YOKOHAMA ... ..	KATORI MARU Capt. B. Kon	21,000	TUESDAY Oct., at 10 A.M.	19th
NAGASAKI, KOBE and YOKOHAMA ... ..	\$ HITACHI MARU Capt. Tominaga	13,500	FRIDAY, Oct., at 5 P.M.	16th
SHANGHAI, KOBE and YOKOHAMA ... ..	SANUKI MARU Capt. Tenda	12,500	TUESDAY, Oct.	26th

5 Wireless Telegraphy

• Not Calling at Keelung.

SOME PRINCIPAL FARRIES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen	600.
		Return		900.			Return		836.
" "	2nd	Single		400.	" "	2nd	Single		385.
		Return		605.			Return		560.
To London, Southampton,					Liverpool via New York		\$60.1.0		
					" Montreal		\$20.3.0		
To Victoria,					Vancouver, Seattle,	1st	Single		\$25
						1st	Return		\$37.10
To Sydney,	1st	Single	\$40.		To Melbourne,	1st	Single	\$41.	
		Return	\$72.			1st	Return	\$73.16	
To Yokohama,	1st	Return	\$150.		To Kobe,	1st	Return	\$135	
	2nd	"	\$90.		" "	2nd	"	\$43.	

ROUND-THE-WORLD, YEN 1,000.  
For Further Information as to Freight, Sailing, &c. apply to—  
T. KUNIMOTO, MANAGER.  
TELEPHONE Nos. 392 and 1941.

**FOR HAIPHONG VIA HOIHOW.**  
 Steamer Captain Leaving  
**"KEIJO MARU," ... IMATZUHI MONDAY, 18TH OCT., 10 A.M.**

---

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.  
 These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).  
 For FURTHER INFORMATION, apply to  
**H. YAMAUCHI**  
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 Second Floor, No. 1, Queen's Building

ROUND-THE-WORLD, YEN 1,000.  
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